

# NEW ADVERTISEMENTS.

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# DAILY LEADER.

Published Daily, Tri-Weekly and Weekly.

CLEVELAND LEADER COMPANY.

LARGEST PAPER IN THE CITY.

WEDNESDAY, OCTOBER 18, 1865.

A Ship Canal from the Lakes to New York City.

One of the greatest needs of our nation is a canal through the Western States.

transfer from the Great West and the city of New York. It has been remarked that if the present freight-tariffs continue the harvests of the West cannot be increased in amount with any profit to the producers. The fact that within the last ten years, while Europe was stretching out its hands for food, Illinois farmers were selling their corn for ten cents a bushel - which they could not purchase - is a sufficient commentary on the present tariff.

One of the great commercial problems which we must solve in the next few years is how to open an outlet for the Western harvest, so that their value shall not be eaten up by the expense of carrying them to the consumer.

The grand project suggested for the solution of the difficulty is that of a ship canal connecting our great Lakes with New York City, and through which the navy of the Lakes could move to the Mediterranean Sea.

With the problem before us, the proposal is made, and the question is asked, "Can it be done?"

Western press. "One of the most important questions of the day is, and, if practicable, will prove to be the greatest blessing to the section of the United States and Canada which lies between the Lakes and the ocean. Lake Michigan, the Lake of the West, Mr. S. De Witt Bloodgood thinks that it is practicable, and has recently issued a pamphlet to demonstrate his views, suggesting a route of over eight hundred miles, and which can be made effective at a much less expense than has been generally expected. That route is via the Welland Canal, Lake Ontario, the St. Lawrence River, Lake Champlain, and the Hudson, and its total cost is estimated at less than ten millions of dollars.

The greater portion of the work necessary for the completion of this magnificent enterprise has already been performed, and, indeed, vessels of a hundred and twenty tons burden can now sail from Chicago to New York by the route indicated. The Welland Canal, already undergoing enlargement, unites Lake Erie to Lake Ontario. The canal of the St. Lawrence opens the way for the largest vessels to enter the ocean. Lake Champlain affords clear navigation to ships of the heaviest tonnage for a hundred and twenty-five miles. The Hudson carries on its broad bosom the fleets of America. The only breaks in this great chain which ought to bind Cleveland and New York together is that from the St. Lawrence and Lake Champlain to the Hudson. And all that is necessary to complete the project is the enlargement of the Hudson to a depth of twenty feet, and the completion of the enlargement of works now in existence. The Chamberlain canal, seventy-five miles long, connecting the northern end of Lake Champlain with the St. Lawrence is already in successful operation and would require but little enlargement. The navigation of the Lake is complete, and from its south-western end a canal sixty-six miles in length, and passing over an elevation of fifty-four feet above the Lake and one hundred and twenty-five above the Hudson, connects it with that river. In 1861, when the war first broke out, W. B. Taylor, Esq. State Engineer of New York, was directed by the Legislature of that state to report the cost of enlarging this canal so as to permit the transit of gunboats from the Hudson to the Lakes. He found that the expense of enlarging the canal so as to allow the passage of gunboats of 150 feet length, 22 feet beam, and 8 feet draught would be \$3,750,000. Mr. John B. Jarvis estimates the cost of this improvement and of enlarging the Hudson for twenty miles below the city of Troy, at \$8,000,000. Since that time the navigation of the upper Hudson has been greatly improved, and the cost of enlarging the Hudson to a depth of twenty feet, and of enlarging the work has been proportionately reduced.

The vital importance to the West of the completion of such a work as this, is most manifest. The route suggested seems more practicable than any other which has been proposed. We earnestly hope that means may be taken for bringing the subject before the people and before Congress.

Another Reduction in Army Expenses.

The public will be pleased to learn that the expenses of the Government are to be curtailed in a most important particular by the muster-out of a lot of useless Major and Brigadier Generals. The Generals who stick to high pay and official position after their positions have become sinecures, as a rule mere military popinjays, who have done little for the country and deserve little from it. The heroes retired quietly when their services were no longer needed.

One of one hundred of these ornamental officers has been submitted by General Grant to the Secretary of War for muster-out. The Lieutenant General recommends the immediate reduction to their original positions in the regular army of most officers of that service now serving as Major and Brigadier Generals of volunteers. Of course the political pressure brought to bear on the Secretary to prevent the wholesale discharge of these great, but useless, officers is inevitable. The stars in this instance, are bound to succumb to the bar and other badges of inferior rank.

The United States Senate.

One of the most important features of the late elections, in the same manner in which the Republicans retain their ascendancy in the Senate. The election in California secures a Union Senator from that State. The results in Ohio, Pennsylvania, and Iowa secure a similar advantage. New York, we trust, will make sure of a successor to Senator Harris. Maine and Michigan elected Senators of the Union. The term of Hon. Lyman Trumbull, of Illinois, also expires in 1867, and his successor will undoubtedly be a Republican. It seems probable that the state of parties in the Kentucky Legislature will carry the election over. In Wisconsin we are sure of a Republican to succeed Senator Howe. The return of the Southern members makes this retention of political power in the Senate peculiarly important.

The Democracy of Indiana made a tame showing in the county elections. Bostons in some of their strongholds, as at Fort Wayne, making no contest at all in the Republican column, they came out decidedly small. We have noticed that there was no Democratic ticket in Indianapolis. The Lafayette Journal says: "The election yesterday was the funniest thing ever witnessed in Lafayette. Altogether it was a one-sided matter, the Democrats having no ticket in the field. The Republicans voted until they became tired of the fun, and then stopped."

An ex-college professor was picked up in a Newark street, shivering and half-dressed, and, after being taken to a room, and after having been asked to get up, he said: "I am a radical, sir."

"You are a radical, sir," said the professor, "but I am not a radical, sir. I am a radical, sir."

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